1: Drew G-3 (1862-187) 1875 AV1 Kashmir AV1

The tents to be taken in these hills are much lighter than those square double-roofed tent used in India; even the smaller variety of that sort called "hil-tent" is somewhat too cumbersome. A simple tent, 9 feet square and 7 feet high, with the sloped roof ending in a wall of 5 feet, suits us best. For natives, a tent with the roof slope continued to the ground is good, since, for the same height, it gives more floor-space. A small shāmiāna, or square awning on four poles, with or without side curtains, is one of those things that will add to one's comfort; it affords shade without the confinement of air; for indeed the inside of such tents as we have spoken of is almost unbearable from heat when under a bright sun; only one reckons on being able to pitch under the shelter of a tree; in default, a shāmiāna will be most useful. At one time I arranged a tent, of somewhat different shape, in such a way that one side would lift up, and, being supported on a couple of sticks, do duty for a shāmiāna by day, while at night the join was laced up and the tent made taut again.

Very moderately provided ster this plan one will require some twenty coolis for porters. If one lays in stores for a march of some months, it will want great care and a stern though discriminating rejection of the unnecessary, to keep the number from running up to fifty or more.

One seldom or never has baggage animals of one's own enough for the carriage of the camp; it may be useful in some cases to keep two or three mules or baggage-ponies; but it would not be wise to depend on them, for on these rough roads they are so apt to break down—to get a sore back or to fall lame; and sometimes one wants to go where neither mule nor pony can follow. The universal practice is for an Englishman, or for any native of rank who may get a special order from the Maharaja, to take his carriage, whether it be ponies or coolis, from stage to stage, changing it, getting fresh men or animals from the villages round, for each day's march.

Along the frequented roads there are special officers (called Kotwāl) for managing this business; where these are not, it becomes the duty of the lambardār, or headman of the village (called muqaddam in Kashmir) to procure the [illegible]

1; Drew G-8 (1862-1872) 1875 AVI Kashmir AVI

492 (called muqaddam in Kashmir) to undertake the service. In
482 general there are few four-footed beasts to be had. Coolis are the chief carriers; for these 50 lbs. to 60 lbs. is a fair load; the animals would carry from 160 lbs. to 200 lbs. The daily pay for a cooli is four annas, that is sixpence; for a pony or mule twice as much. The coolis carry their loads in various ways. In the Outer Hills they carry them on their heads, first making a soft bed with their turbans; this certainly is not the best way for difficult ground; farther up, in the Middle Mountains, the people often carry the weight on their shoulders, bending their head forward and fixing the load on the shoulder and back of the neck. But the most business-like way of all is that followed by the Kashmiris, some of the Paharis, the Ladakhis, and the Baltis, of loading the back by means of a light framework of sticks and rope, which is suspended from the shoulders.

482 The amount that the Kashmiris, especially, carry in this fashion is surprising; not that they will do much more than the weakest cooli when the labour is forced, and there is only a fixed daily pittance for the work. But a great number of Kashmiri cultivators occupy themselves in spring and autumn in taking goods from the plains to Kashmir by contract, by weight, and on that bargain will exert themselves manfully. I once arranged my loads for the ordinary coolis, but afterwards met with some Kashmiris who were ready to take them by weight; these loaded themselves each with three of the loads that had been made up; one man carried four dozen of beer packed in cases; another load that was carried was 192 lbs.; and I have a well-authenticated case of a young man carrying 240 lbs. And this was not for a short journey, but for over a hundred miles of uneven road with many long rises and several passes, one of them over 9000 feet. In doing such feats as this the Kashmiris take their own time: the ten days' march they will take eighteen or nineteen days about; but they will do it all on a diet of unleavened bread or of rice.

000 Thus prepared with baggage and porters, we will now start from Jummoo for the journey to Kashmir; the distance is 184 miles, which will be covered in fourteen days, a day's march varying com-